

1-5. (CANCELED)

6. (NEW) A method for preventing a stationary vehicle from unintentionally rolling away, in a case of said stationary vehicle, a transmission is not in a neutral position and by way of an activation of a brake pedal (1) of a brake (11) a holding mode is created, the brake (11) is released in accordance with a displacement of a clutch, which is a determinant for actual takeover torque of the clutch and by this action, a holding mode can be deactivated, whereby the holding mode of the brake (11) can be adjusted by a timing delay, if no brake pedal has been activated for a predetermined time period.

7. (NEW) The method according to claim 6, further comprising the step of using the hold mode to both control a valve by way of digital output and generate a CAN-signal (10).

8. (NEW) The method according to claim 6, further comprising the step of determining a characteristic value by means of a transmission control unit (8), which deactivates the holding mode in accordance with specifics of the vehicle and only releasing the brake if the clutch can attain a necessary torque to hold the vehicle.

9. (NEW) A method for preventing a stationary vehicle from unintentionally rolling away, in a case of said stationary vehicle, a transmission is not in a neutral position further comprising the steps of:

creating a holding mode by activation of a brake pedal (1) of a brake (11);  
releasing the brake (11) in accordance with displacement of a clutch which is a determinant for actual takeover torque of the clutch; and, by this action,

deactivating the holding mode whereby the holding mode of the brake (11) can be adjusted by a timing delay in the event that no brake pedal has been activated for a predetermined time period.

10. (NEW) The method according to claim 9, further comprising the step of using the hold mode to both control a valve by way of digital output and generate a CAN-signal (10).

11. (NEW) The method according to claim 9, further comprising the step of determining a characteristic value by means of a transmission control unit (8), which deactivates the holding mode in accordance with specifics of the vehicle and only releasing the brake if the clutch can attain a necessary torque to hold the vehicle.